

**LODI CITY COUNCIL
SHIRTSLEEVE SESSION
CARNEGIE FORUM, 305 WEST PINE STREET
TUESDAY, FEBRUARY 9, 2010**

A. Roll Call by City Clerk

An Informal Informational Meeting ("Shirtsleeve" Session) of the Lodi City Council was held Tuesday, February 9, 2010, commencing at 7:01 a.m.

Present: Council Member Hansen, Council Member Johnson, Mayor Pro Tempore Hitchcock, and Mayor Katzakian

Absent: Council Member Mounce

Also Present: City Manager King, City Attorney Schwabauer, and City Clerk Johl

B. Topic(s)

B-1 Presentation on the California High-Speed and Regional Rail Program (CD)

City Manager King briefly introduced the subject matter of the Statewide High Speed Train System.

Interim Community Development Director Rad Bartlam introduced Brian Schmidt of the Rail Authority to provide the presentation. Mr. Schmidt provided a PowerPoint presentation regarding the Statewide High Speed Train System. Specific topics of discussion included connecting cities throughout California, Merced to Sacramento Section, purpose of high speed train project, current and projected need, what are high speed trains, grade separations, typical sections along alignment, California Environmental Quality Act/National Environmental Policy Act process, potential environmental issues, potential Sacramento high speed train (HST) station location, potential Stockton HST station location, potential Modesto station locations, potential Merced HST station location, HST project process, alternatives analysis process, California high speed train prior milestones, public participation, and the Central Valley working group.

In response to Council Member Hansen, Mr. Schmidt stated there is no difference other than terminology between regional rail and commuter rail.

In response to Council Member Hansen, Mr. Schmidt stated there is no documentation to indicate who stated approximately seven to eight years ago that Lodi does not want commuter rail coming through the City.

In response to Council Member Hansen, Mr. Schmidt stated a letter from the City Council indicating that they are interested in high speed rail and regional rail stops in the City is good.

In response to Council Member Johnson, Mr. Schmidt stated both high speed and regional rail would run parallel and the support is needed for both simultaneously.

In response to Mayor Katzakian, Mr. Schmidt stated high speed rail would require new tracks that may run parallel to existing tracks to the extent possible with separate right of ways.

In response to Mayor Pro Tempore Hitchcock, Mr. King stated a new track would require a right of way acquisition of land possibly parallel to Highway 99. Mr. Schmidt stated it would most likely run east of the Union Pacific track but engineers have not yet looked at specific design and cost alternatives.

In response to Mayor Pro Tempore Hitchcock, Mr. Bartlam stated the high speed segment will not stop in Lodi, the closest stop is Stockton, and the question of opportunity is to use the alignment for regional rail purposes.

In response to Mayor Pro Tempore Hitchcock, Mr. Schmidt stated some of the impacts of high speed rail going through town would be elevated structure, 50 foot wide right of way, two to four tracks, and noise should be nominal compared to freight trains. Mr. Schmidt also discussed the anticipated frequency of round-trip trips.

In response to Council Member Johnson, Mr. Schmidt stated the modeling process is being reviewed and options for sharing tracks and mixing services are being considered.

In response to Mayor Katzakian, Mr. Schmidt stated the typical passenger ridership in Europe for high speed rail is 1,000 people per set.

In response to Council Member Hansen, Mr. Schmidt stated regardless of the ballot measure, due to federal funding, high speed rail efforts will move forward although it may not be built for some time. Mr. King stated it is his understanding that the main purpose of high speed rail in California is to connect the Los Angeles area with the Bay Area.

In response to Council Member Johnson, Mr. Schmidt stated true high speed would occur around the Bakersfield area where there is room to go over 200 miles per hour.

In response to Council Member Hansen, Mr. Schmidt stated the projected commute from Los Angeles to San Francisco is two hours and twenty minutes including station stops.

General discussion ensued among the City Council, Mr. King, and Mr. Schmidt regarding the European rail system and how it would compare to the proposed high speed and commuter rail system in California.

In response to Council Member Hansen, Mr. Schmidt stated the bond that passed over a year ago for high speed rail in California was approximately \$9.95 billion and was designed to be a matching funding source for scoping, design, and some construction.

In response to Mayor Pro Tempore Hitchcock, Mr. King stated the item will be placed for Council consideration on the February 17 agenda in order to ensure a timely response for the February 26 scoping period deadline.

In response to City Manager King, Mr. Schmidt stated he does not believe any American Recovery and Reinvestment Act of 2009 funding was received for the Merced to Sacramento rail option, as the funding that was received was primarily for Los Angeles to San Francisco.

In response to Mayor Katzakian, Mr. Schmidt stated other areas competing for high speed rail funds include Chicago, the Midwest, Florida, Massachusetts, Virginia, and Seattle, although California received more than any other state.

In response to Council Member Johnson, Mr. Schmidt confirmed that the worst case scenario is that if Lodi does not accept high speed rail, it may not get regional rail either.

Myrna Wetzel spoke in support of utilizing the multi-modal station in light of the cost and effort that went into its construction.

C. Comments by Public on Non-Agenda Items - None.

D. Adjournment

No action was taken by the City Council. The meeting was adjourned at 7:57 a.m.

ATTEST:

Randi Johl
City Clerk



CITY OF LODI COUNCIL COMMUNICATION

AGENDA TITLE: Presentation on the California High-speed and Regional Rail Program

MEETING DATE: February 9, 2010

PREPARED BY: Community Development Director

RECOMMENDED ACTION: Presentation on the California High-speed Rail Program and its implication for Regional Rail.

BACKGROUND INFORMATION: As the City Council is aware, the California High-speed Rail Authority (CHSRA) is preparing an Environmental Impact Report/Environmental Impact Statement (EIWEIS) for the Merced to Sacramento High Speed Train (HST) Project as part of the state-wide system.

The Statewide Program EIR/EIS generally selected the Union Pacific Railroad (UPRR) corridor for the high-speed train route from Sacramento to Stockton. However, due to federal regulations under the Clean Water Act and because the UPRR alignment option may have more potential impacts to waters and biological resources, the Central California Traction (CCT) alignment option will also be evaluated as part of the Project EIWEIS. The Burlington Northern/Santa Fe (BNSF) corridor was selected for the route between Stockton and Merced. The alignment selected uses the UPRR corridor through the portion of the Central Valley from Merced to just south of Stockton, and the BNSF corridor was recommended for further study in this area for the Project EIR/EIS. Stations are planned in Merced, Modesto, Stockton and Sacramento.

Brian Schmidt from the San Joaquin Regional Rail Commission will be present at the Shirtsleeve meeting to provide an overview of the program and a status of the segment from Sacramento to Merced as well as its implications for regional rail service.

FISCAL IMPACT: N/A

FUNDING AVAILABLE: N/A

Konrad Bartlam
Community Development Director

APPROVED:

Blair King, City Manager

Statewide High-Speed Train System



Connecting:

- San Francisco Bay Area
- Los Angeles
- Orange County
- San Diego
- Inland Empire
- Central Valley
- Sacramento



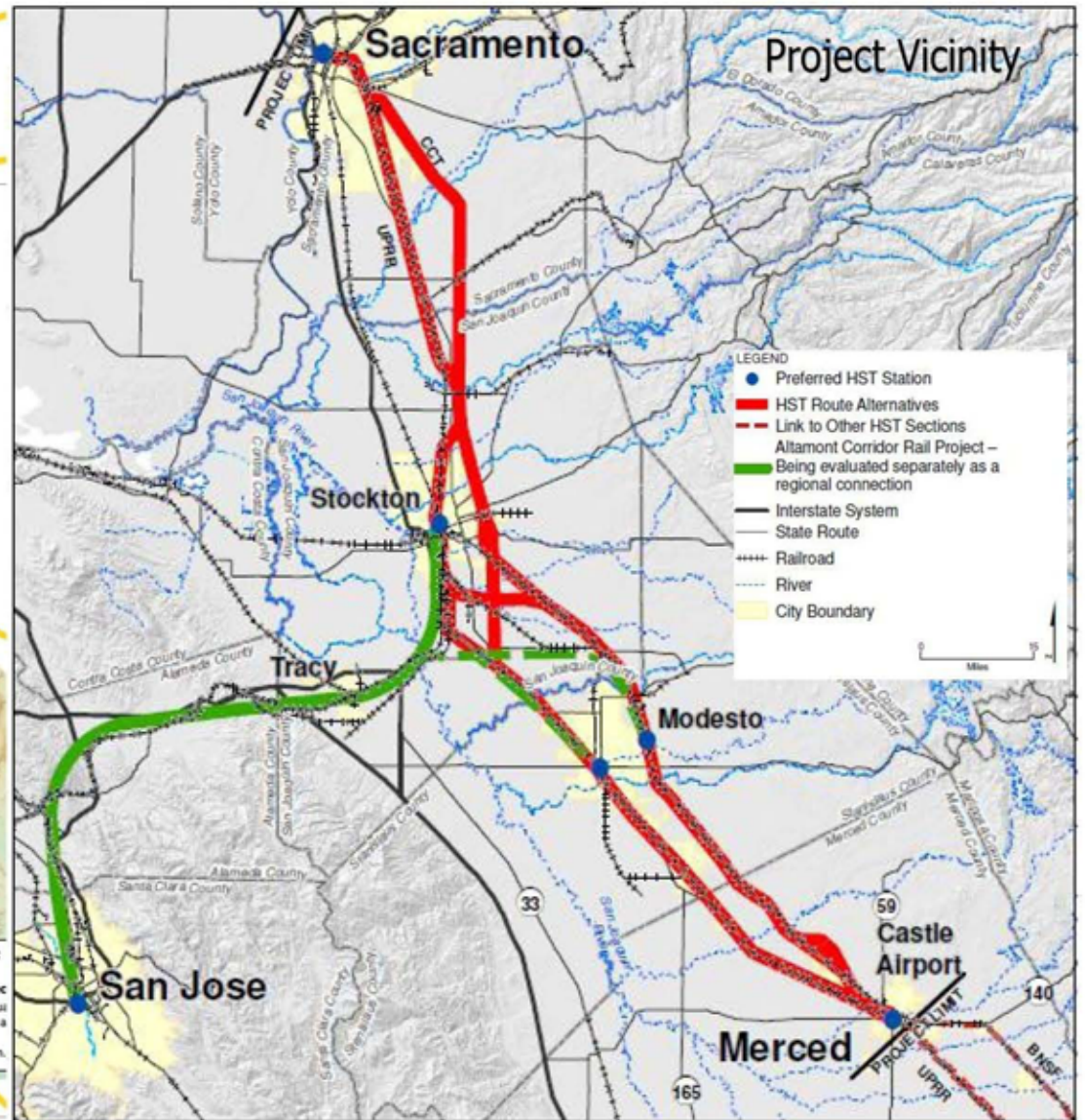
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Merced-to-Sacramento Section

Statewide Map



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Purpose and Need

Purpose of the High Speed Train Project

- Provide a new mode of high-speed intercity travel that would link the Central Valley to the Bay Area and Southern California
- Interface with international airports, mass transit, and highways
- Provide added capacity to meet increases in intercity travel demand in California in a manner sensitive to and protective of California's unique natural resources

Current and Projected Need

- Expected growth in population
- Increases in intercity travel demand
- Increases in travel delays arising from the growing congestion on California's highways and airports
- Intercity highway system, commercial airports, and conventional passenger rail serving the intercity market at or near capacity
- Negative effects on the economy, quality of life, and air quality in the San Joaquin Valley from highway and airport congestion



What are High-Speed Trains?

- **Intercity passenger trains** operating at speeds up to 220 miles per hour
- **Tracks separated** from roads and highways
- **Proven Technology** – Safe and Reliable
 - Successfully operating throughout Europe and Asia



California High-Speed Train Concept

Other High-Speed Trains Around the World



Shinkansen, Japan



TGV, France



Intercity Express, Germany



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Grade Separations



Before

Typical Underpass

After



- Grade separations are underpasses and overpasses where roadways cross railroad tracks

- Grade separations reduce congestion and noise and improve safety

- California High-Speed Rail tracks will be grade-separated from adjacent roadways



Typical Overpass

Grade Separated from Roadway

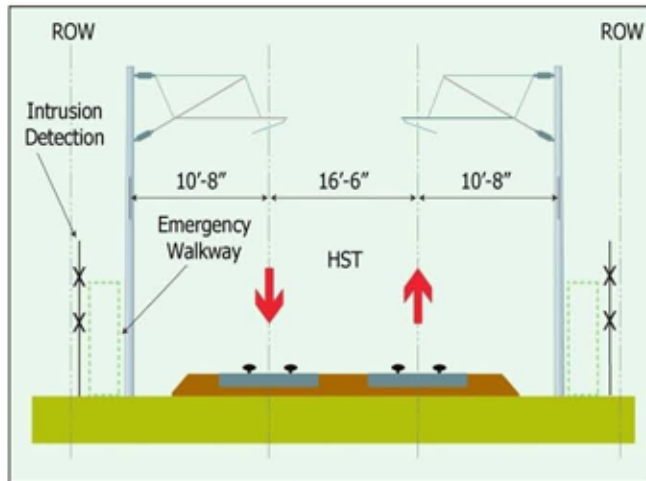


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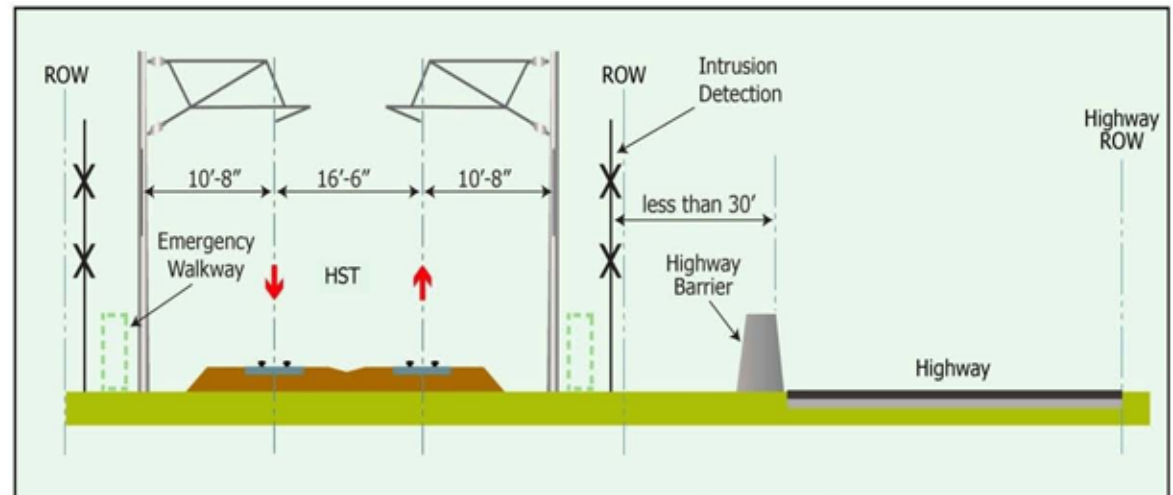


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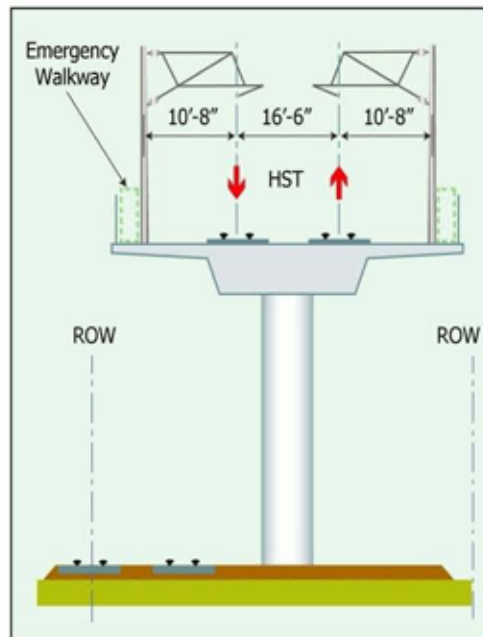
Typical Sections Along Alignment



At-Grade Section

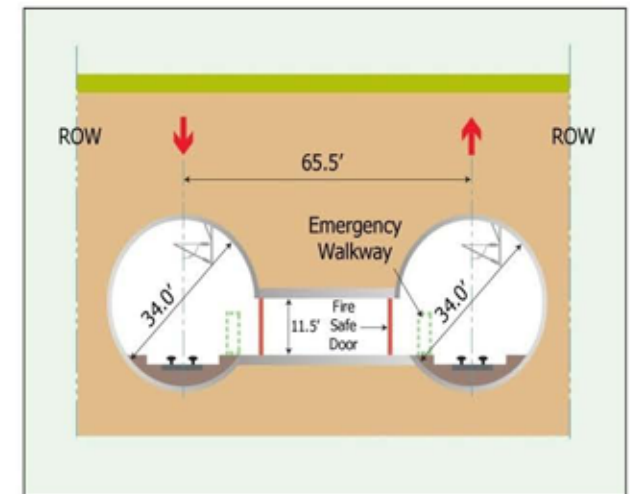


Shared Highway Corridor



Aerial Structure

- Portions of the alignment will need special structures to fit into built environment
- Structures could include:
 - Aerial Structures (bridges)
 - Embankments
 - At grade
 - Tunnels



Twin Single Track Tunnels



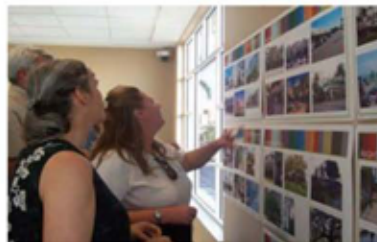
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CEQA/NEPA Process

The Environmental Review Process and planning activities associated with the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA) will:



- **Identify** significant environmental impacts
- **Evaluate** reasonable alternatives that could reduce or avoid environmental impacts
- **Develop** detailed mitigation (ways to reduce or avoid environmental impacts)
- **Provide** information for public review and comment
- **Disclose** to decision makers the impacts, mitigation, and public comments



Potential Environmental Issues



- Aesthetics and Visual Quality
- Agricultural Resources/ Farmland
- Air Quality / Climate Change
- Biological Resources and Wetlands
- Construction Impacts
- Historic, Archaeological and Paleontological Resources
- Cumulative Impacts and Secondary Impacts

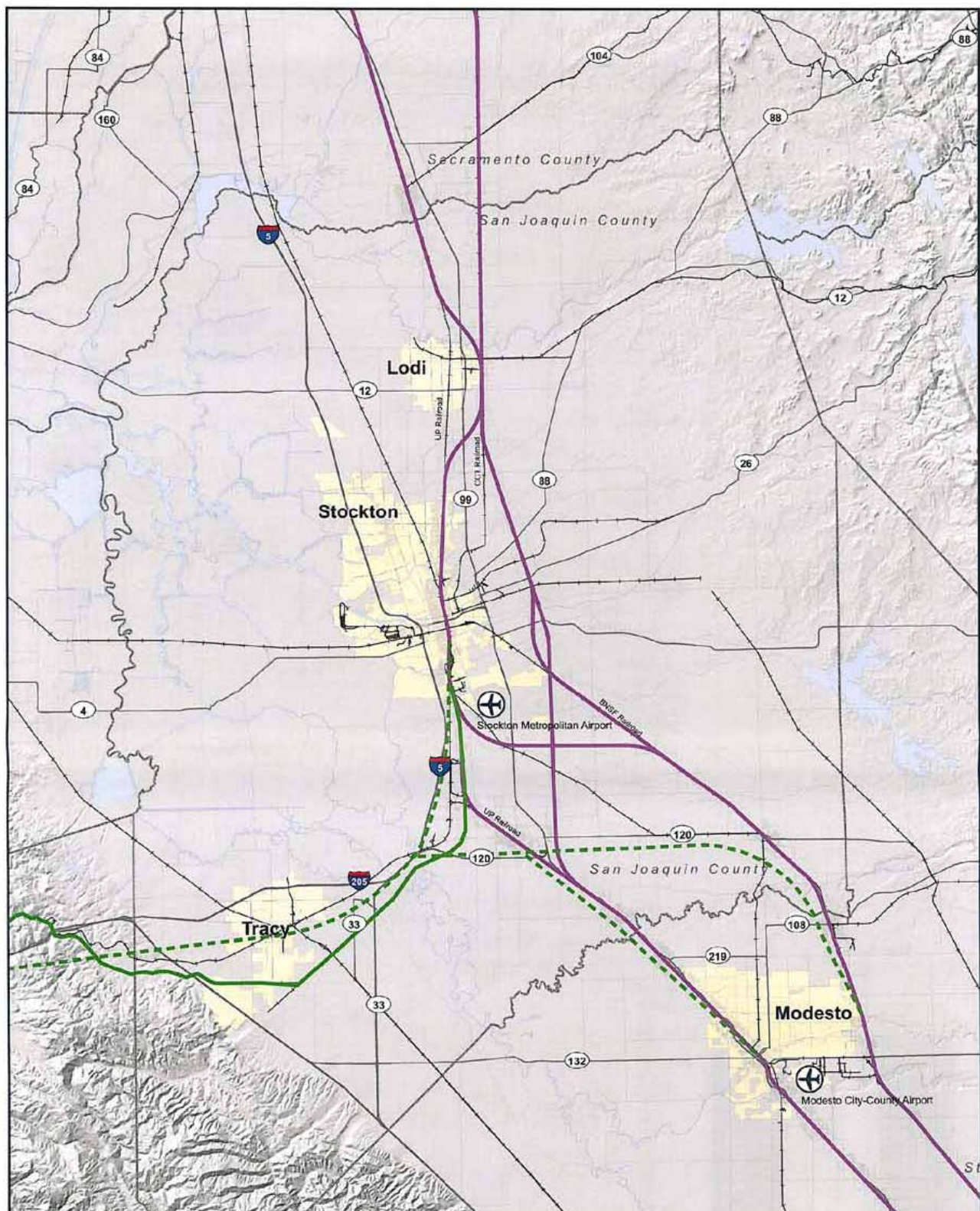


- Electromagnetic Interference/ Electromagnetic Frequency
- Geology, Soils and Seismicity
- Hydrology, Water Resources and Floodplains
- Hazardous Materials/ Wastes
- Impact to Low Income and Minority Populations
- Land Use and Planning
- Noise and Vibration



- Parks, Recreation and Open Space
- Population and Housing
- Public Utilities and Energy
- Safety and Security
- Socioeconomic and Community Impacts
- Traffic and Circulation





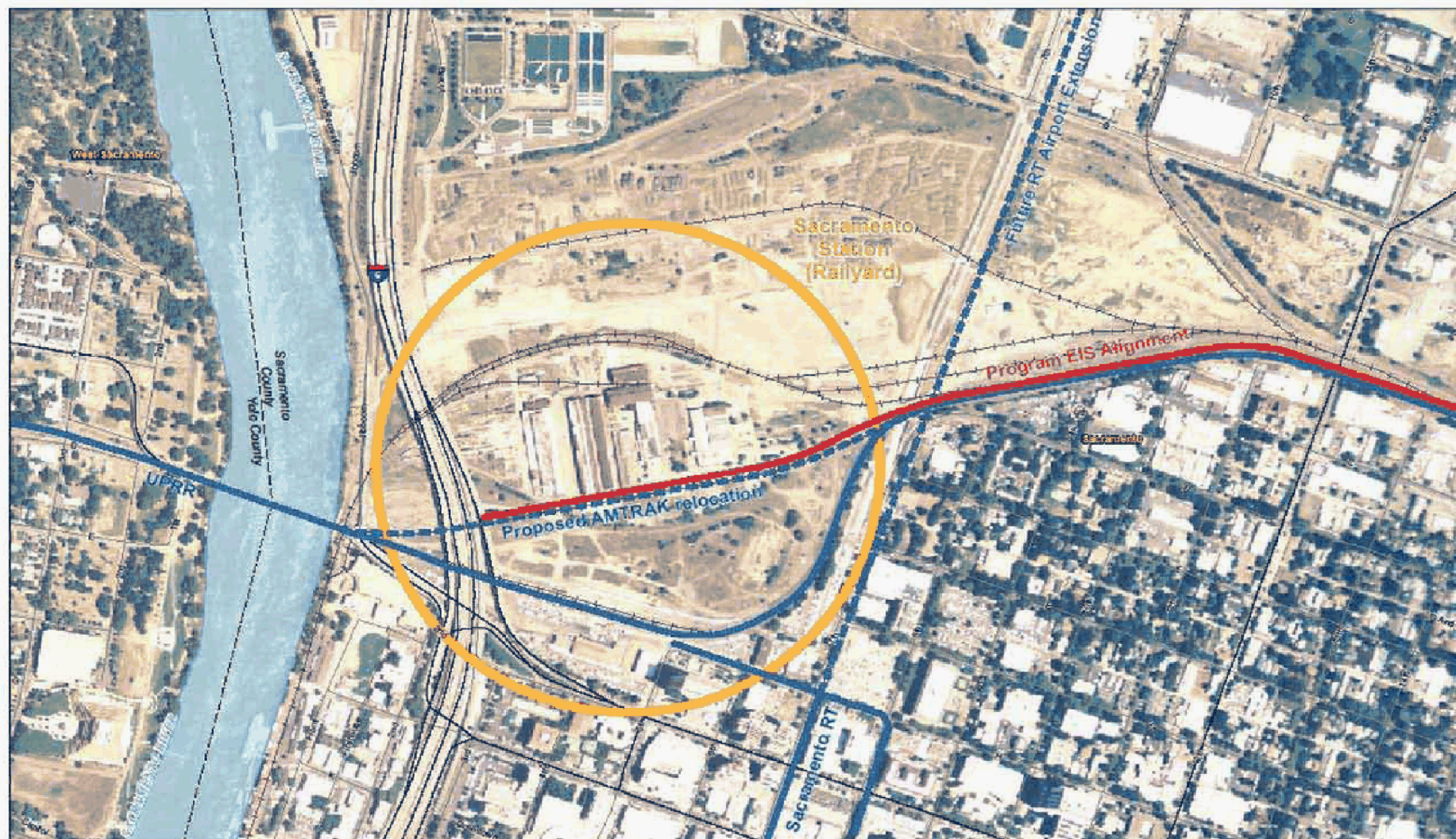


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Potential Sacramento HST Station Location



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Sacramento Station (Railyard)



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Potential Stockton HST Station Location

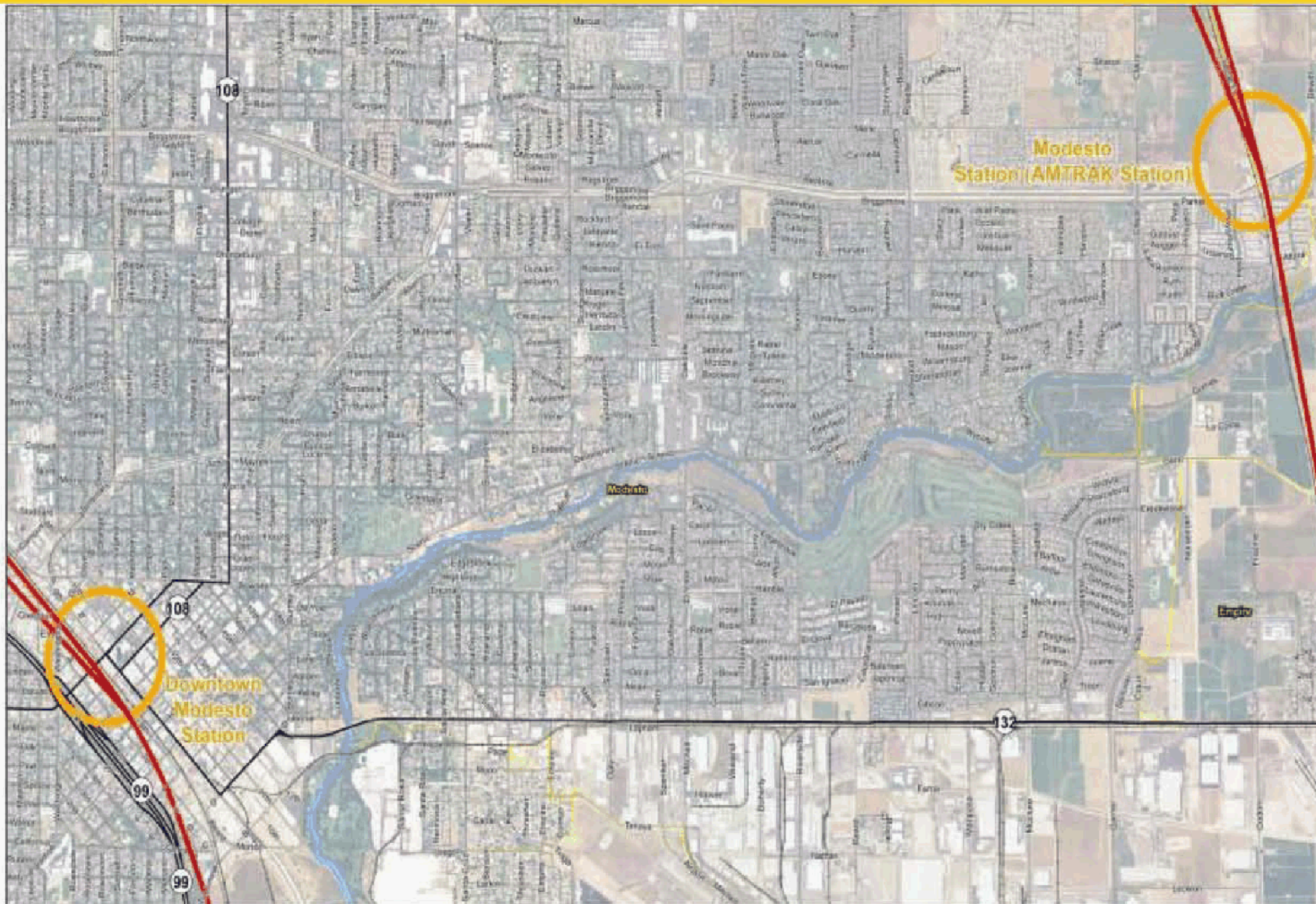


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Stockton Station (ACE Station)

Potential Modesto HST Station Locations



Modesto Stations



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Potential Modesto Downtown HST Station Location



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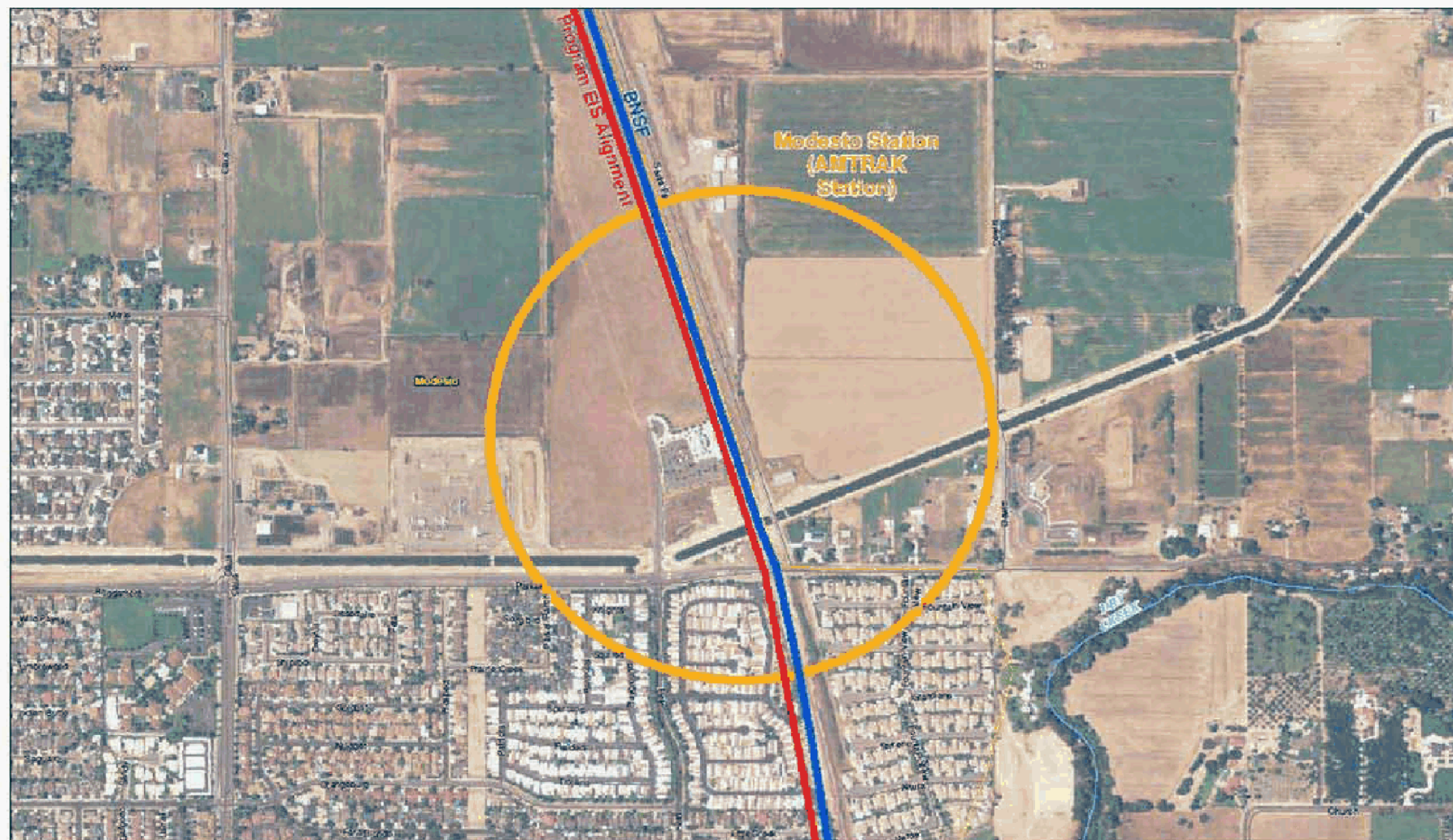
Downtown Modesto Station



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Modesto Station (AMTRAK Station)

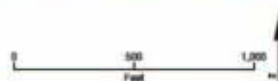
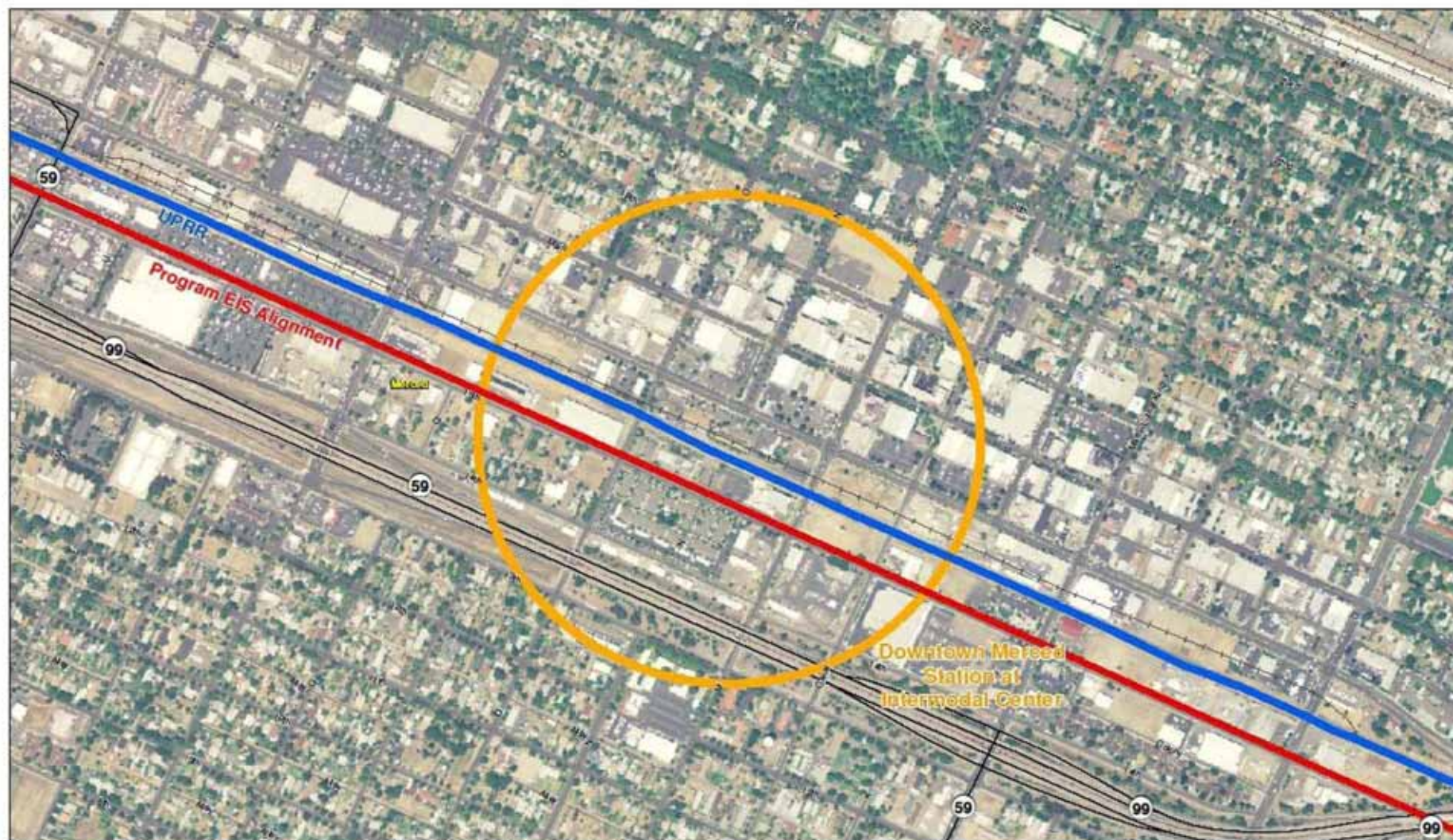


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Potential Merced HST Station Location



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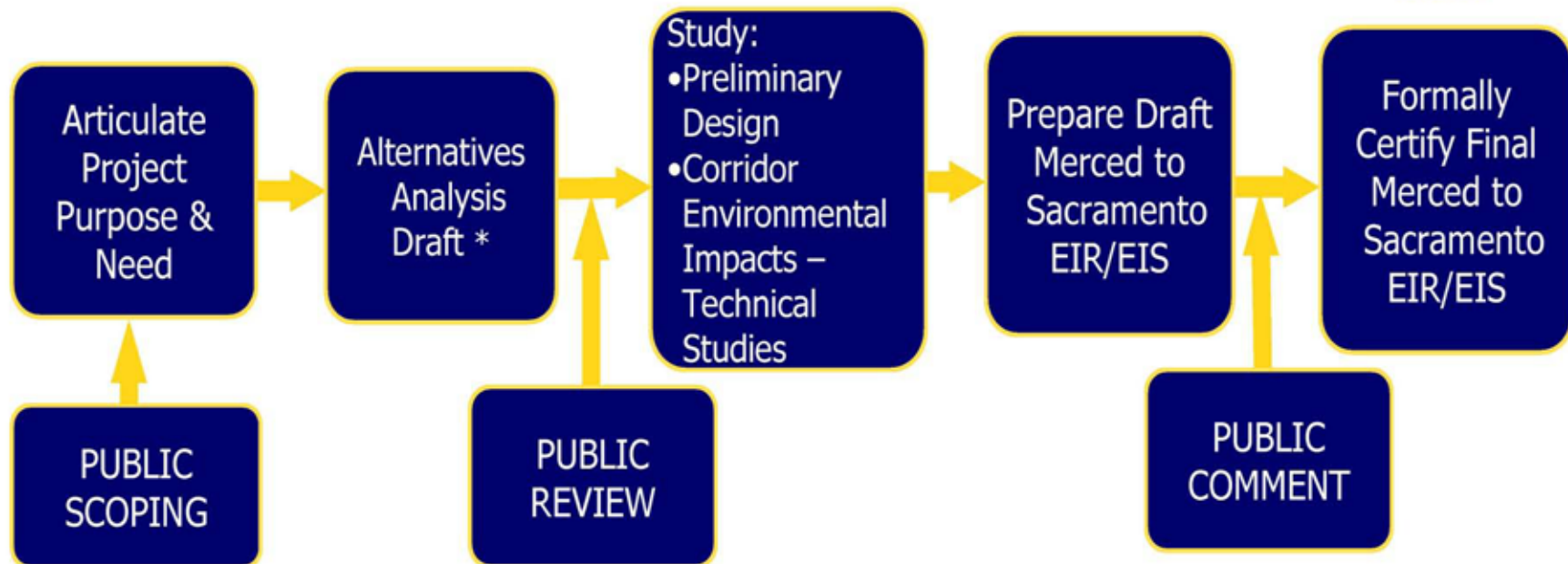


Downtown Merced Station at Intermodal Center

HST Project Process

Merced to Sacramento HST Project Environmental Impact Report/ Environmental Impact Statement (EIR/EIS)

2013



Ongoing Community & Agency Meetings, Interviews, Communications

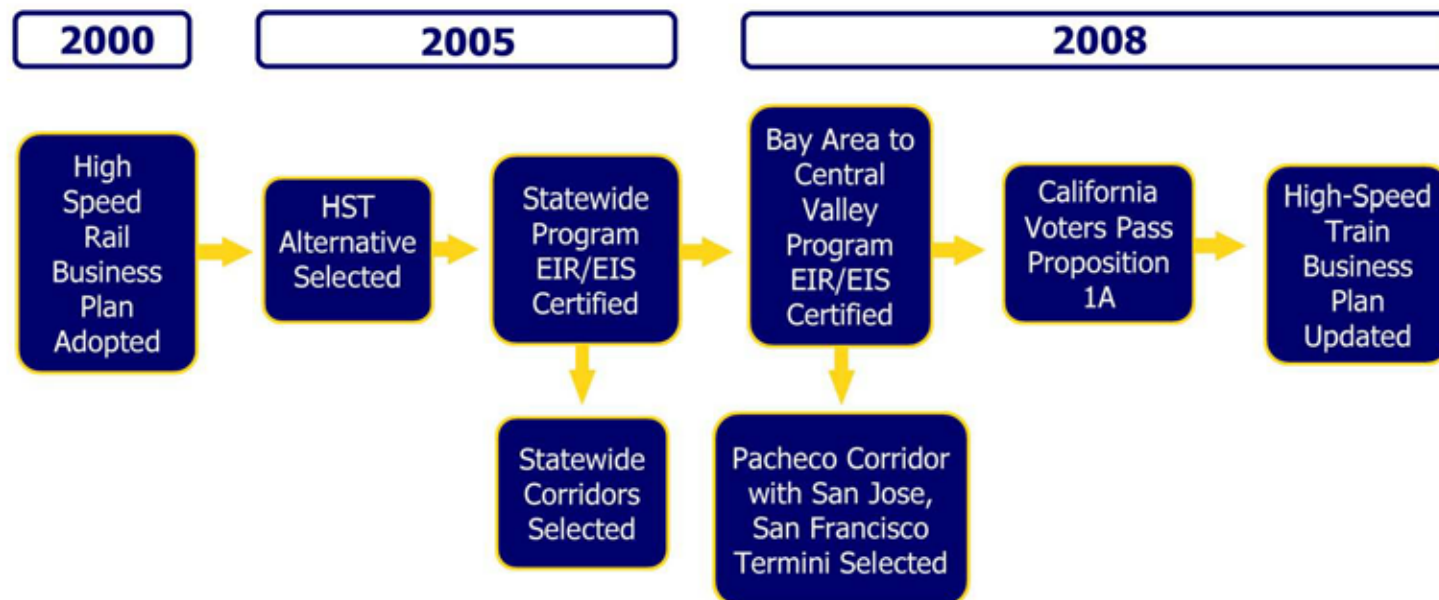


Alternatives Analysis Process



CA High-Speed Train Prior Milestones

California High Speed Train Program



Public Participation - How to Comment

Thank you for attending today's scoping meeting. Please fill out a comment sheet, hand it to a staff person or leave it in the comment boxes provided at each station.

If you want to comment outside the meeting, here is how to provide input:

Written Comments –

California High-Speed Rail Authority
Mr. Dan Leavitt, Deputy Director
Attn: Merced to Sacramento
HST Project EIR/EIS
925 L Street, Suite 1425
Sacramento, CA 95814
Fax: (916) 322-0827

Emailed Comments –

California High-Speed Rail Authority
comments@hsr.ca.gov
Include in the subject line:
Merced to Sacramento HST

Comments must be received no later than February 26, 2010.
For more project information visit the authority's website:

www.cahighspeedrail.ca.gov



Central Valley Rail Policy Working Group



CALIFORNIA
High-Speed Rail Authority



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SAN JOAQUIN
REGIONAL
RAIL COMMISSION



Activities

- Partners with the Authority throughout the project development process
- Guidance on local issues, development plans, and policies
- Assist in developing and evaluating alternatives
- Develop consensus regarding project goals, objectives and major elements
- Participation in public involvement activities and events
- Liaisons to local communities

Altamont Commuter Express • California High-Speed Rail Authority • California Partnership for San Joaquin Valley • Caltrans Division of Rail • City of Elk Grove • City of Galt • City of Lodi • City of Merced • City of Modesto • City of Sacramento • City of Turlock • Merced County • Merced County Association of Governments • Sacramento Council of Government • Sacramento County • Sacramento Regional Transit District • San Joaquin County Council of Government • San Joaquin Regional Rail Commission • Stanislaus Council of Government • Stanislaus County